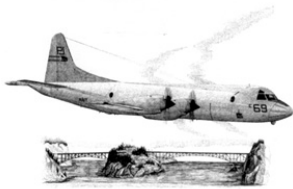
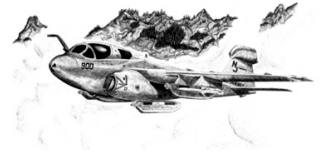


*"The Premier Air Station of the Northwest"*



# CROSSWIND



ON THE WEB

Site Updated Friday, Aug. 18, 2000

NAVAL AIR STATION WHIDBEY ISLAND, WA 98278-5000

## National Night Out is local hit

By Linda Wernecke  
Security reporter

The day was sunny and a slight breeze played the air. After last year's storm on National Night Out, we were impressed.

Over 2,000 people came out to show their community support Aug. 1. Volunteers came out early in the day to turn City Beach Park into a Crime Prevention Fair. Tents were raised and a go-kart track was set up. Imagine our surprise when we learned there were over 800 tires involved.

Vendors and non-profit organizations began arriving at 11 a.m. to stake a claim on their piece of grass.

We decided early on to give "Crime and Drugs a Going Away Party" by providing alternatives for youth. A climbing wall, go-karts, petting zoo and a personal protection demonstration were just a few of the activities for young people.



*SMOKEY BEAR meets a fan.*



*FIREWOOD 5's Search and Rescue team from the air station gives a thrilling demonstration.*

## Annual Procession

Emergency vehicles began to roll from the Oak Harbor Fire Department at 4 p.m., and included vehicles from the NAS Police Department, NAS Fire Department, Oak Harbor Police Department, Oak Harbor Fire Department and Island County Sheriff's Office.

They drove through downtown Oak Harbor with lights on and sirens blaring, as if to say, "We are united to fight crime."

The parade led to City Beach Park where law enforcement officials and fire department volunteers answered questions and gave out literature on crime, fire prevention and safety.

## NAS Police

NAS Police started the night with a K-9 demonstration. Clowns wandered around entertaining the children. They were joined by Smokey Bear, Ronald McDonald, the State Farm Good Neighbor Bear and the hero of the night, McGruff, the crime-fighting dog.

Morale, Welfare and Recreation provided a three-sided giant blow-up toy that the kids loved, along with the climbing wall.

"Dee Jay's Unlimited" played a variety of music. Information was given out on drug awareness, drinking, first aid, shoplifting and community resources.

As people left the park, they were reminded to turn on their porch lights. The event was a success and we have already received commitments for next year.

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## VP-1 Sailor providing technical skills at AIMD

### *Eagle in the spotlight*

By Screaming Eagles reporter

Mention the name AT1 Ricky Jenkins, and you'll often hear "resident technical expert".

How else do you describe someone with 13 years of Aircraft Intermediate Maintenance Depot (AIMD) experience and an unquenchable thirst for knowledge?



**AT1 RICKY  
JENKINS**

Jenkins grew up in Honolulu, Hawaii and joined the Navy at the age of 25.

"I had talked with a retired Chief and he really sold me on the Navy," he recalled. "I joined for the great technical opportunities available."

Out of his 14 years in the Navy, 13 have been spent here at Whidbey Island AIMD.

Jenkins is attached to VP-1 and currently on temporary additional duty to NAS Whidbey Island's AIMD. The mission of AIMD is to provide intermediate maintenance to 13 EA-6B squadrons, five P-3 squadrons, 11 aircraft carriers and various Northwest Regional activities.

As the Branch Leading Petty Officer of the largest workcenter in AIMD, Jenkins oversees 105 people. Workcenter 610 provides repairs on almost all communication and navigation equipment in the Navy's arsenal.

Jenkins' role is a position of great responsibility and one that he takes seriously. His job finds him behind a desk about 75 percent of the time dealing with the day-to-day issues and problems that come up in a large work center. He most enjoys working his trade and interacting with other Sailors. This is especially true when he gets to train and help Sailors make rate.

Jenkins also acts as the liaison between VP-1 and its 32 Sailors who are currently on temporary additional duty to various workcenters within AIMD.

Jenkins, his wife Tammy and their five children enjoy fishing, camping, hiking and simply taking in the scenery of the Pacific Northwest.

"Whidbey Island is a really great place to raise a family," said Jenkins.

"There is not too much crime and overall it is a good environment for kids."

As for the future, Jenkins wants to share the knowledge he has acquired with others.

"I would like to get orders to NAMTRA and be an instructor. I like to provide the best technical training to Sailors that I can possibly give."

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# Wamberg takes Landing Signal Officer of Year

By David Kurtz

*Yellow Jackets reporter*

Throughout the dinner, dancing, catching up with old friends and all the other Prowler Ball activities July 29, time was found for the presentation of awards.

These awards were given for both squadron and personal performance during the past year. The Yellow Jackets captured one of the toughest.

Lt. Dodd Wamberg was named Prowler Landing Signal Officer (LSO) of the year.

Wamberg is originally from North Bend, Neb., and graduated from the University of Nebraska. He has been with the Yellow Jackets for nearly four years, and began his LSO career during VAQ-138's 1997-98 deployment aboard USS Nimitz (CVN 68). Working the Yellow Jackets through inter-deployment work-ups, field landing practice and carrier qualification periods, he built up his experience at guiding Prowler pilots into the wires.

While at sea with Carrier Air Wing Nine, Wamberg added the experience of "waving" all of the air wing's assets, culminating in his Fleet Qualification during the Yellow Jackets most recent deployment. The Fleet Qualification allows an LSO to wave any of the Navy's aircraft at the boat. Most LSOs attain the qualification of landing only their own squadron's aircraft.

Wamberg's expertise was instrumental in the Yellow Jackets achieving over 620 traps on their deployment, and the air wing surpassing the 10,500-trap milestone.

The Yellow Jackets have recently returned from a Western Pacific and Arabian Gulf deployment on board USS John C. Stennis (CVN 74). Wamberg is now headed to VAQ-129 and expects to lend his knowledge to the next generation of Prowler carrier pilots.



***AT THE PROWLER BALL, Lt Dodd Wamberg (left) receives the LSO of the Year plaque from Capt. Doug Swoish, COMVAQWINGPAC.***

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## Guest commentary

### ***Active Duty: Consider Voting Here***

By Cmdr. Tom Payne

Voting is important. It is a Constitutional freedom we in uniform guard with our lives. We are the patriots of our generation.

Service families routinely make sacrifices that the "average American" cannot comprehend and there are a number of issues that concern us directly.

Who should be the next President, Senator or Congressman? How do they feel about service families on food stamps or our other military benefits?

If we don't vote, our opinion doesn't matter. I think we all agree that our opinion needs to matter.

So, more important than where you vote is whether you vote.

A vote carries considerably more influence at a local level than it does at a national level, because the number of voters is much smaller. Local issues matter too. How do you feel about revitalizing the downtown or supporting the hospital bond? How about school funding or building a new library?

Your local vote REALLY matters, and now that Washington Initiative 695 is law, you don't have to pay more taxes to vote here in the State of Washington. Voting by absentee ballot makes it easy to ensure your opinion will be counted on critical local issues, even when you are deployed.

Make an informed choice. Washington State has joined the ranks of Florida and Texas where it is now a good deal to be a state resident for service members. In the past, the "gouge" was to have our spouse vote locally to preserve our "non-resident military" status. By doing so we could influence local issues and not incur additional taxes.

Today is different, now that I-695 is law. I encourage you to consider whether voting in the state of Washington is right for you.

Becoming a Washington State resident is relatively simple and the costs for obtaining a driver's license, registering your vehicles here and purchasing vehicle plates are competitive with any state. There are, however, some specific actions required in order to obtain these in the 30 days required by state law. Additional information to assist you is included at the end of this article.

Washington State residency is not a good choice for everyone. If you own property elsewhere or plan to use another state's education benefits, changing your residency could have adverse consequences, so check with your home state first if these concerns apply to you. Otherwise, consider voting here and addressing the issues which affect you and your family now!

The following table summarizes the benefits of local voting:

WA Resident/Voter		
	NO	YES
Will I pay state income tax?	✓	
Will I pay local income tax?	✓	
Will I pay a state vehicle license excise tax?	✓	
Will my "Home of Record" be affected?	✓	
Will I influence local issues?		✓

Additional Information to assist you:

Washington Voter Registration Qualifications:

- ☐ U.S. Citizen
- ☐ 18 years old by Election Day
- ☐ *Legal Resident* of Washington State

**Becoming a Washington State *Legal Resident*\***

- ☐ Physically reside here
- ☐ Demonstrate intent to reside here permanently by *any one or more of the following* :
- ☐ Establish a permanent address here
- ☐ Register to vote
- ☐ Own property within the state
- ☐ Register vehicles in Washington
- ☐ Receive state benefits



- ☐ Apply for any state licenses
- ☐ Apply for in-state tuition

**Driver License Requirement -- 30 days:**

- ☐ Legal residents are required to obtain a Washington driver's license within 30 days of establishing residency here.
- ☐ Passing a written test is required with a current out of state driver's license.
- ☐ Washington driver's license costs \$32 (\$7 to take the test/\$25 for license) and is good for five years (or until 90 days after military separation, if a military status is selected).

**Vehicle Registration Requirement -- 30 days:**

- ☐ If you have out-of-state plates, you must get vehicle identification verification by Washington State Patrol (cost is \$15 per vehicle and is paid when you register your vehicle, not at the time of the inspection). This can be done in Burlington (I-5, exit 231, follow signs to State Patrol) on Tuesday or Wednesday, 8:30 a.m. to 4:30 p.m., or in Marysville (I-5 exit 202 1/4 mile from Hwy) Monday through Friday, 8 a.m. to 5 p.m. No appointment necessary and very easy.

You can register your vehicle and get Washington State plates at the office adjacent to Harbor Motors. They are open Monday through Friday, 8:30 a.m. to 4:30 p.m., 675-8000; or Island County Auditor in Coupeville at Sixth and Main St., 679-7368, Monday through Friday, 8 a.m.-4:30 p.m.

What to bring when registering your vehicle:

- Current title and registration for your vehicle (If the bank/credit union holds the title, get a copy from them.)
- Washington State Patrol Inspection certificate verifying that the VIN matches the title
- Personal identification
- Odometer reading
- Cash or check

Costs to register: \$30 basic license fee (passenger vehicles), \$7 filing fee to purchase a license plate and the \$15 Washington State Highway Patrol VIN inspection fee is now due.

Washington vehicle registration is required within 30 days of becoming a Washington State resident. If you get a Washington State driver's license, register your vehicle here within 30 days for sure. A \$330 minimum fine may be given to those who fail to comply with the registration laws.

To get answers to specific questions about voter registration, residency, vehicle registration and Washington driver's licenses, ask your Voting Assistance Officer; call the Naval Legal Service Office at 257-2126 (Lt. Szugyi); click on the Voting Assistance Program at <http://www.bupers.navy.mil/nvap>; call the Island County Auditor at 679-7366; or go on-line to the Washington State Department of Licensing website at <http://www.wa.gov/dol/>

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## Worth Repeating

"To laugh often and much; to win the respect of intelligent people and the affection of children; to earn the appreciation of honest critics and endure the betrayal of false friends; to appreciate beauty; to find the best in others; to leave the world a bit better, whether by a healthy child, a garden patch or a redeemed social condition; to know even one life has breathed easier because you have lived, this is to have succeeded."

Ralph Waldo Emerson

# Unit commendation goes to VQ-1

By World Watchers reporter

VQ-1 received a Meritorious Unit Commendation during recent quarters in recognition of their 98 percent mission completion rate, high retention levels and unblemished safety record.

Capt. Bill Marriott, Commander, Patrol and Reconnaissance Wing 10, represented the CNO in presenting the unit award and a pennant to Airman Victoria Tullock, VQ-1's most junior Sailor.

The squadron had only half of their allocated aircraft, and still contributed highly to the operational successes enjoyed by 5th, 6th and 7th Fleets, and the United States Strategic Command despite manning and material shortfalls.

"VQ-1 is most deserving of this award", said Commodore Marriott. "Your squadron continues to maintain its highest operational tempo since Operation Desert Storm with superlative results and unparalleled safety. From the most junior Sailor, on up, it's easy to see that professionalism and 'can do spirit' is alive and well here, as well as at the multiple sites you work at throughout the world," he added. "Well done!"



***DISPLAYING VQ-1'S Meritorious Unit Commendation pennant are (from left) Cmdr. Bernard Lessard, World Watchers' Commanding Officer; AA Victoria Tullock and Commodore William P. Marriott, COMPATRECWING 10.***

## Top Performers

Sailors receiving the Navy and Marine Corps Achievement Medal were Lt. Cmdr. John Vencill, CWO3 Nick Rupert, AE1 Doug Holzworth, AE1 Frances Simmons, AT1(AW) Robert Mceachron, AE2 Chris Arbaugh and PR2 (AW) John Laraby.

AT3(NAC) Scott Davis received his first Good Conduct Medal, and AT2(AW) Sonya Flores was designated as an Enlisted Aviation Warfare Specialist. Congratulations World Watchers!

## Promotions

As of Sept. 16, AT1(AW/NAC) Mark Dettman, AD1(AW/NAC) Lloyd E. Duncan, AME1(AW/NAC) Ronald J. Hidde, AT1(AW/NAC) James D. Gaston, AT1(AW/NAC) Troy Scott and AMS1(AW/NAC) Blain R. Shelley will retire their dungarees for a fresh new set of khakis. VQ-1 wants to congratulate them and also new Lieutenant Commander selectees Lts. Mike Grimm, Jim Robinette and Flight Surgeon Scot Youngblood.

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# Solving glitches is what they do best

By Scorpions  
reporter

Fifteen minutes are left until the first launch of the day.

The radios won't work, the engine instruments are erratic and there's a gremlin in the air conditioning. What's an aircrew to do?

There is not much to do except make a hand gesture resembling "Time Out." Then the VAQ-132 troubleshooters know their services are required.

In the last minutes before an aircraft launches, there are a multitude of problems that could develop. Some of these problems are too severe, meaning automatically downing an aircraft.

However, others are fixable with the help of the Scorpion troubleshooter team. AME2(AW) Brian Winters, AT2 Jake Danforth, AMS3(AW) Toby Spanos, AD3 Luis Figueroa and AE3 Timothy Hasset will try to fix it while the aircraft is turning on the ground.

Although all Prowler maintenance personnel are thoroughly trained to repair and maintain the EA-6B aircraft, personnel who desire to become a troubleshooter must become familiar with other aviation ratings on their own time. Once they feel comfortable with their diverse knowledge, they are required to complete a Personnel Qualification Standard (PQS) in order to be designated a troubleshooter.

The PQS is designed to test the knowledge of a potential Prowler troubleshooter and ensure they're equipped to handle any situation.

The troubleshooter's day begins two hours before a launch, when they are busy pre-flighting the aircraft even while the aircrew is still briefing the flight.

"It's our job to try and find problems before the aircrew even arrives," said Figueroa. After the aircrew arrives and starts the aircraft, it's time for the troubleshooters to show their true colors.

There is no formal problem-solving training for troubleshooters such as if part A breaks, then try B, C or D. The troubleshooters must use their extensive knowledge of the aircraft systems in order to fix any problems that arise.

If the engine is not functioning properly, Hasset, who normally is responsible for the aircraft's electrical system, could be called in to fix it.

"I take pride in what I do," Spanos said.



***MEET VAQ-132's Troubleshooters. Seen are (from left) AE3 Timothy Hasset, AMS3(AW) Toby Spanos, AD3 Luis Figueroa, AME2(AW) Brian Winters AND AT2 Jake Danforth.***



Winters added, "Problem-solving is what makes the job so interesting."

In the end it may simply be telling the pilot to plug in his helmet in order to fix the radio, or maybe tapping the engine gauges to get them to read properly.

Sometimes the solution is more difficult and the troubleshooter must rely upon his comprehensive knowledge to determine if an entire component must be replaced or that a particular valve is stuck, preventing hydraulic flow, and must be replaced. To play such a large role in getting aircraft airborne fosters a great sense of accomplishment.

"It's a job I'll enjoy doing for a long while," said Danforth.

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## Lancers picnic at Bonita Bay

By Lancers reporter

After a week of hard work and training in Tyndall Air force Base in Panama City, Fla., the Lancers took some time to enjoy the sun.

The Lancers' MWR Officer, Lt.j.g. Bill Schomer, organized a great picnic for all hands at the Bonita Bay picnic area located on Tyndall AFB.

This picnic was several weeks in the making and the planning showed. All of the standard picnic fare was available - burgers, hot dogs, soda, salad and then there were the powerboats. Two 115-horsepower outboard ski boats were rented from the Tyndall MWR, and more fun could not have been had.

Several Lancers studied to take their boating license exams so they could pull water skiers behind the boats. For some, water skiing was old hat, but for most it was their first experience.

While there was a lot of water swallowed, not a single person came off the boat without a beaming smile. For those who didn't want to ski, there were tubes. Here, the true test was just to stay on the tube, a feat that turned out to be harder than it sounds.

At the end of the day, there were many happy Lancers with a new life experience under their belts. The picnic was a complete success in every respect.

"It just doesn't get much better than this," said Lancers' skipper Cmdr. Rich Dawe. "Great flying and outstanding liberty for all hands." This sentiment was felt by all those involved.

The Lancers will soon be heading back to Whidbey Island, but their time at Bonita Bay won't soon be forgotten.

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*"LET'S SKI!"...Several Lancers get the boat ready for another run while relaxing in Florida.*



## Worldwide Travelers



*C-9s from VR-61, a reserve squadron at NAS Whidbey Island, carry Navy personnel and equipment to all areas of the world everyday. These Sailors are leaving for duty on USS Constellation in San Diego, Calif.(PH1 Don Dinsmore, Selected Reservist)*

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## Energy Edge

# Sensible Gifts

**By Kevin Evans**  
*Resource Efficiency Manager*

Seeing as how it's my birthday next week, it seems like a good time to talk about energy-efficient gifts. Whether you're thinking of larger gifts or a smaller one, here are some ideas.

In the case of washers, dryers, refrigerators, or home electronics such as DVDs, VCRs, TVs or home audio, I recommend only purchasing those with the Energy Star logo.

Call the Energy Star hotline at 1-888-STAR-YES (1-888-782-7983) or if you wish, visit their website, [www.energystar.gov](http://www.energystar.gov).

For the handy man or woman, there are products such as heating and cooling equipment, lighting and insulation. There's also an Energy Star Home Program to help you make your home as efficient as possible.

How about a solar powered watch? I first saw one at the solar power symposium in Seattle last month. They're a neat, eco-friendly alternative to batteries.

Citizen, for example, makes an ECO-Drive solar watch collection advertised to be the most advanced collection of light powered watches in the world. Here's the part I like: they are powered by either indoor or outdoor light. Check out their website at [www.citizen.com.hk](http://www.citizen.com.hk) or check your local department store and ask about solar watches.

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## Future Chiefs

**CHIEF  
SELECTEES** and their families enjoy an evening of food and prizes at the Navy Exchange.



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## Commentary

# My Island

**By Eileen Brown**  
*Crosswind editor*

A neighbor of mine has a friend visiting him.

As we talked over the fence, I asked the man from Missouri what he thought of our island.

"No offense," he said, "it's really beautiful, but it reminds me of what America used to look like 40 years ago."

"None taken," I said, thinking to myself, "And that's the way we like it here."

Whidbey Island. Love it or hate it.

I wouldn't live anywhere else, but when I moved here over 25 years ago, I felt as though I had been sentenced to Siberia.

As we drove aboard the Mukilteo Ferry to reach the island and parked along the outside edge of the rocking boat, a wave crashed over the car. We had to climb a ladder to reach the cabin. We're doomed, I thought.

A scary drive up a darkened highway followed, punctuated by deer casually walking into our headlight beams and signs cautioning drivers of the many twists and turns ahead.

The quiet was oppressive. No traffic. No exhaust fumes. No signs of civilization.

There would be no quick trips to Michigan Avenue to buy a pair of shoes, no shopping malls and no fast-food drive-ins on the way. Just pastures of cows and hawks on the wing. The "inconveniences" made it hard to appreciate the island's natural wonders.

Gray-haired men in weather-beaten hats gossiped on benches at the Safeway store (now Ace Hardware); the same old men could be seen later outside the old post office.

Locals used to joke about "rolling up the sidewalks" at 5 o'clock, and to some extent, this is still true.

How I wish I could take back the early years I spent resenting Whidbey's remoteness and slow pace. I was reminded of this when a co-worker related how he had spent much of the weekend on the road to Edmonds, Lynnwood and Everett.

"Wall to wall cars and people," he said. "I was so glad to get back to Whidbey Island!"

One of his lasting impressions of Whidbey Island came on his first visit. On his way to the airport for his return to California, he drove north through Deception Pass.

"I came around the corner and saw Pass Lake," he recalled. "It took my breath away -- so still and peaceful. I was like something from a picture postcard."

To those who complain there's nothing to do on Whidbey Island, or those who can't wait to leave, I say, give them time. They will grow to love it as I have. And when they thirst for a cool, serene place away from the chaotic real world, they'll be back.

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*Welcome  
home,  
VAQ-140  
Patriots*



***Send any comments or questions  
concerning  
Cyber Crosswind to  
(360) 257-3801 or mail to:  
crosswind@naswi.navy.mil***